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HONGKONG, FRIDAY, JANUARY 26, 1912

日八初月二十年亥辛歷舊

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SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 3, 1912. 5122

P. AND O. OFFICER DROWNED.

Unfortunate Accident in the
Suez Canal.

The P. and O. steamer Nile, from London has an unfortunate accident to relate in which Quartermaster J. W. Heath lost his life in the Suez Canal, says the Straits Times. According to the log, at about 4.30 p.m. on December 20 four able seamen got into the ship's jolly-boat to make the ship fast in the siding. While the ship still had a slight way on, before unhooking the slings, the boat gave a sudden lurch from the ship's side owing to Heath, who was in the stern, putting helm to port, and so turning the boat on its side. The crane wire ran out to the full length and brought the boat alongside the ship's side. The pressure of the water caused the forward hook of the boat to straighten out and the stern post to carry away, resulting in the boat being completely turned over. Three of the seamen jumped clear as the boat turned over, but Heath, who was in the stern, clinging to the slings, was flung against the ship's side and most probably stunned, as he was never seen to rise. The other three seamen, righted the boat and were picked up by a dredger. A long search was made for the missing man, but no trace of him could be found. The ship was stopped at the time of the accident and everything possible done, four life-boats being thrown over for the men and another boat hauled in, but on the Canal dredger being seen to attend to the men, the boat was then used for mooring the ship.

France made great progress in aviation during the past year, but the achievements lay out the proverb that "one cannot make omelette without breaking eggs." Ten officers have lost their lives. These are Captains Tiron and Comin and Lieutenants de Bygnon, Eugene Prioulet, Truchon, de Grailly, Chabert, Ardet, and Lantier. The last named only obtained his pilot's certificate on September 8 last.

HOW TO GET RID OF A COLD.
If you have trouble in getting rid of your cold, you may know that you are not treating it properly. There is no reason why a cold should hang on for weeks, and it will go away if you take Chamberlain's Cough Remedy, or any of the other remedies mentioned.

Business Notices.

W. S. BAILEY & Co., Ltd.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.
ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

TELEGRAM

Received on 11. 11. 11. from LONDON.

'We beg to inform you ROYAL WARRANT AWARDED

our Company for Milk.



TRADE MARK

CONDENSED MILK.

MILKMAID STERILIZED NATURAL MILK.

VAPORIZED CREAM.

On Sale at All Stores.

HONGKONG, CANTON, MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
FRIDAY, 26th JANUARY
10.00 P.M. 'KINSHAN'. 5.00 P.M. 'FATSHAN'.
SATURDAY, 27th JANUARY
8.00 A.M. 'HONAM'. 8.00 A.M. 'HEUNGSHAN'.
5.00 P.M. 'KINSHAN'.

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. 'SUI TAI' Tons 1651. S.S. 'SUI AN' Tons 1651.
HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.
Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.
SUNDAY 28th JANUARY.
The Company's Steamship 'SUI AN' will depart from the Company's WING LOK STREET WHARF at 8 A.M. Departure from Macao at 5 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 P.M.
FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. 'HOI-SAN' 457 Tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.
JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. 'SAINAM' 688 Tons, and 'NANNING' 568 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers 'LINTAN' and 'SANUI'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Black Pier.

THE KWONG HIP LUNG CO., LTD.

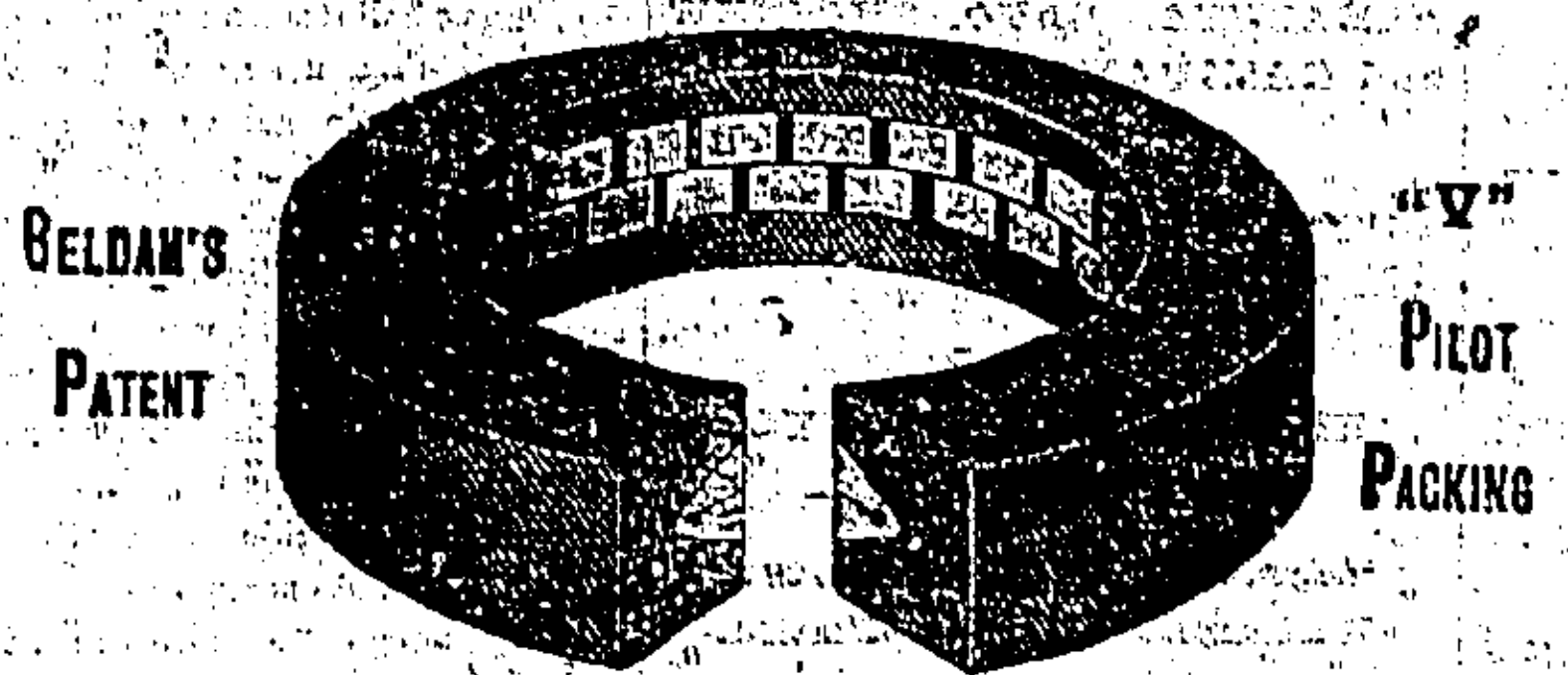
(NOW RECONSTRUCTED)
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 tons long.
Tow Office 48, CORRAUGHT ROAD, HONGKONG. Telephone No. 459.
Shipyards, Sham-Sui-Po, Kowloon, Hongkong. Telephone No. K. 9.
Estimates furnished on application.
WONG JING WAH, Manager.
Hongkong, November 18, 1911.

NOTICE.
MR. JOHN JOHNSTONE has been
admitted a MEMBER of our Company
and Mr. ALFRED BROOKE SMITH
and Mr. GEORGE WALTER SHEPPARD
and Mr. JOHN EDWARD GRESSON
have been authorized to sign on behalf of
the Company for prosecution.

JARDINE, MATHESON & Co., Ltd.
HONGKONG, January 10, 1912. 108

Business Notices.

SOLE AGENTS IN HONG KONG FOR
BELDON'S PATENT PACKINGS, JOINTINGS,
ASBESTOS AND RUBBER GOODS



THE EASTERN ASBESTOS COMPANY,
Office and Showrooms: 4, Queen's Building, Chater Road.
Telegrams: "CORRUGATED HONG KONG". Telephone No. 501. HONG KONG.

CRUICKSHANK'S COUGH REMEDY
A Valuable Remedy for Colds, Bronchitis, Asthma, and all Diseases of the
Chest and Lungs. Price \$1.00 per bottle.

CHILDREN'S COUGH MIXTURE.
Gives immediate relief. Price 60 cents per bottle.

MARTIN'S MIXTURE.
A specific for Influenza, Hay Fever, Cold in the Head. Price \$1 per bottle.

PREPARED ONLY BY
THE
VICTORIA DISPENSARY

MASSEY'S COMMERCIAL MAP & DIRECTORY.

To Advertisers, S.S. Companies & Captains
of Passenger Steamers.

In the interest of Advertisers and of the tra-
velling Public, a copy of the above book for 1911 has
been sent free of charge to the Captain of EVERY
Passenger Steamer leaving or calling at Hongkong.

The following have already been supplied—
N. Y. K. 30 Mes. Mar. 13 T. K. K. 6 Douglas S.S. Co. 4
P. & O. 18 H. K. & M. S.S. Co. 11 O. P. R. 5 Mes. Cant. 3
Jardine, Matheson 18 Java China & Japan 8 Aker 5 Jebson & Co. 3
N. D. L. 15 Pacific Mail 7 Gibb, Li- 4 Carlisle & Co. 2
vingston 4 Philippines S.S. 9
Captains of any other Passenger boats desiring copies please apply
H. A. MASSEY, HOTEL MANSIONS.
Hongkong, November 1, 1911. 1411

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRA'S
J. H. TAGGART, Manager.

BEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAIL.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
PEN to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent
island for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms—From \$5 per day. Telephone Add. 'Peaceful'.
Town Office, 4, Des Voeux Road.
Hongkong, February 8, 1908.

ASTOR HOUSE HOTEL.

LATE CONNAUGHT HOTEL.
QUEEN'S ROAD CENTRAL.
(RECENTLY) situated, up-to-date Hotel. Recently renovated and under superbly
New Management. Large and comfortable rooms, excellent cuisine, under the
supervision of an experienced French Chef.
PARTICULARS AND RATES on application to MANAGER.
L. GAMEAU, Manager. N. BLUMENTHAL, Receptionist.
Hongkong, October.

GRAND HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.
A FIRST-CLASS AND UP-TO-DATE HOTEL.
ENTIRELY under European management. Situated in the most central position.
Large and airy rooms. Luxuriously furnished. Electric Light and Fans through-
out. Privately arranged for the latest pattern.
CUISINE UNDER EUROPEAN SUPERVISION.
Ladies' Afternoon Tea Rooms. Special rates for married families on application to
the Manager.
LADIES' MODERNITY.
T. REICHMANN, Proprietor.
Telephone No. 197. Telephone Address, CONVOY, Hongkong.
Hongkong, November 10, 1906.

THE GRAND CARLTON HOTEL.

FIRST-CLASS AND UP TO DATE
HIGH-CLASS AND LEADING CATERERS.
Dinners or Suppers supplied from 100 to 1000 Persons.
O. E. OWEN, Proprietor.
TELEGRAPHIC ADDRESS: GRAND.
Hongkong, January 10, 1912. Telephone No. 812.

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PORTLAND CEMENT

In Casks of 575 lbs. net.

In Bags of 550 lbs. net.

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GENERAL MANAGERS.

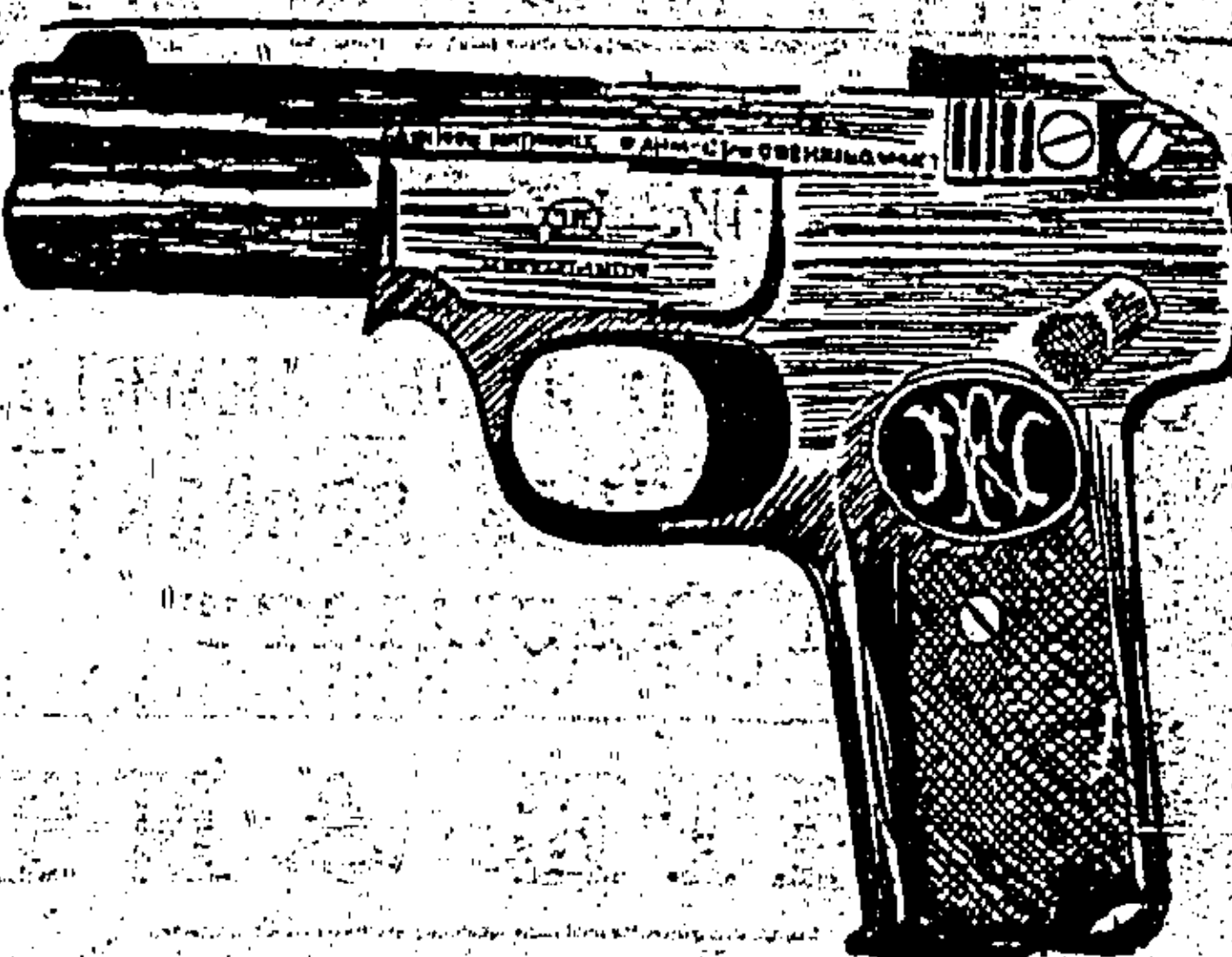
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ARE SHOWING

New Tailored Suits, Coats,
Afternoon and Evening Gowns,
Fur Sets and Boas,
Golfers, Gloves, etc.

2 PEDDER STREET.

Telephone 644.



AUTOMATIC POCKET PISTOL

"BROWNING,"

8 shots in 2 seconds, and ammunition to fit

MAUSER

SELF-LOADING PISTOL, WITH HOLSTER,

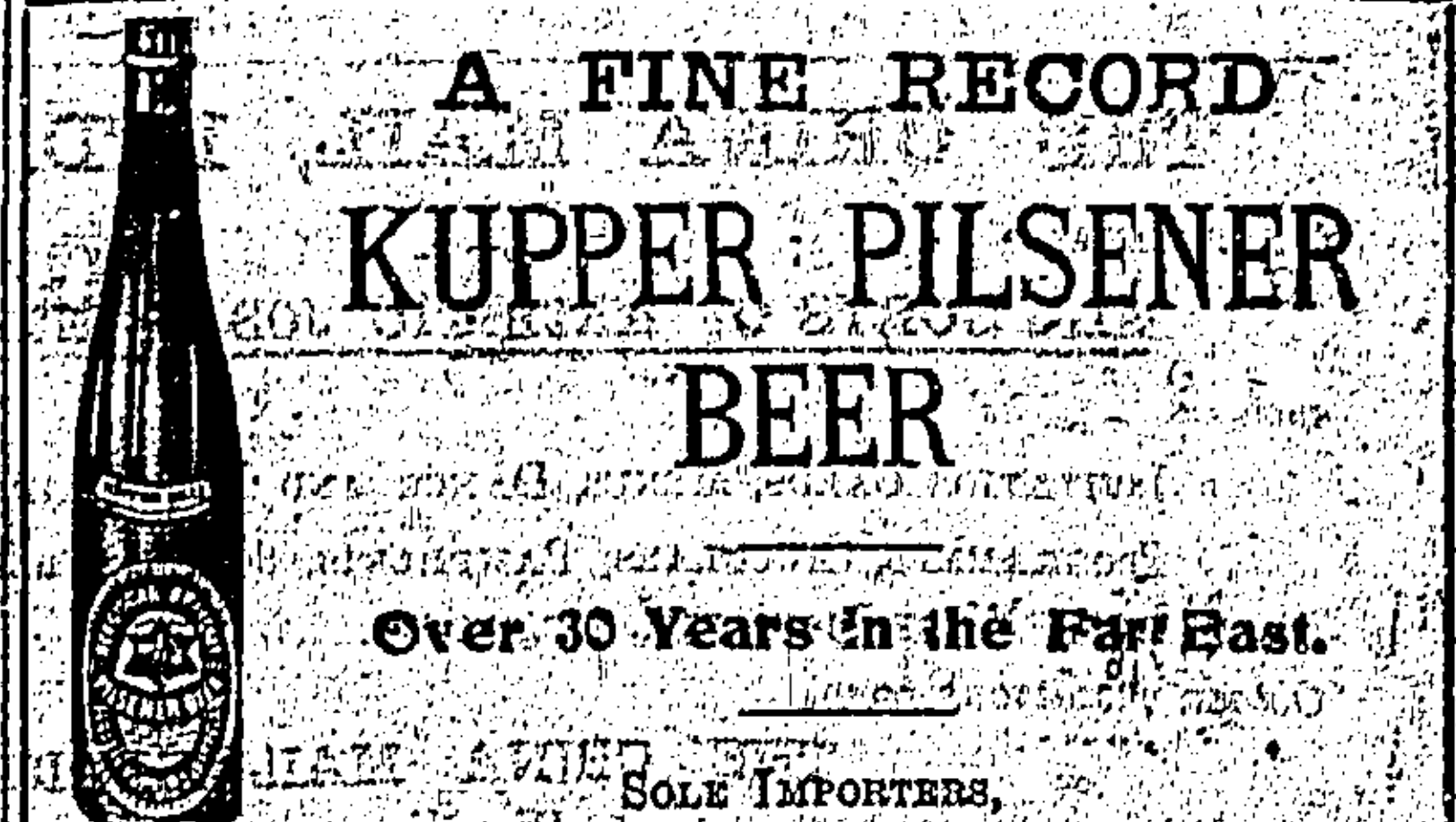
BUTT STOCK,

10 shots in 2 seconds, and ammunition to fit

SIEMSEN & Co.,

(Machinery Dept.)

Queen's Building, Praya, Hongkong.



A FINE RECORD

KUPPER PILSENER

BEER

Over 30 Years in the Far East.

SOLE IMPORTERS,

CALDBECK, MACGREGOR & Co.

Hongkong, January 25, 1912.

Intimations.

G. FALCONER & CO., LTD.,
WATCH-MAKERS, JEWELLERS AND OPTICIANS

LARGE SELECTIONS OF
GOLD AND DIAMOND JEWELLERY.
GOLD AND SILVER ENGLISH WATCHES.
ENGLISH HALL MARKED SILVERWARE.
PRESENTATION PLATE, CUPS, BOWLS, ETC.
AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS.
LORD KELVIN'S NAUTICAL INSTRUMENTS.
ADMIRALTY CHARTS AND NAUTICAL BOOKS.
AND THE EMPIRE TYPEWRITER & RIBBONS.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

No. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, ETC., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

1788

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE.
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE.

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WING ON CO.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
99-101, DES VUEX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL. (Tram passable Doors).
Telephone 138.

Hongkong, August 15, 1910.

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J. ULLMANN & CO.

CORNER OF FLOWER STREET.

Jewellers, Watchmakers and Opticians.

CHINESE AND JADE JEWELLERY.

SOUVENIR SPOONS
A SPECIALITY.

WHITE ANTS.

AVENARIUS CARBOLINEUM

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

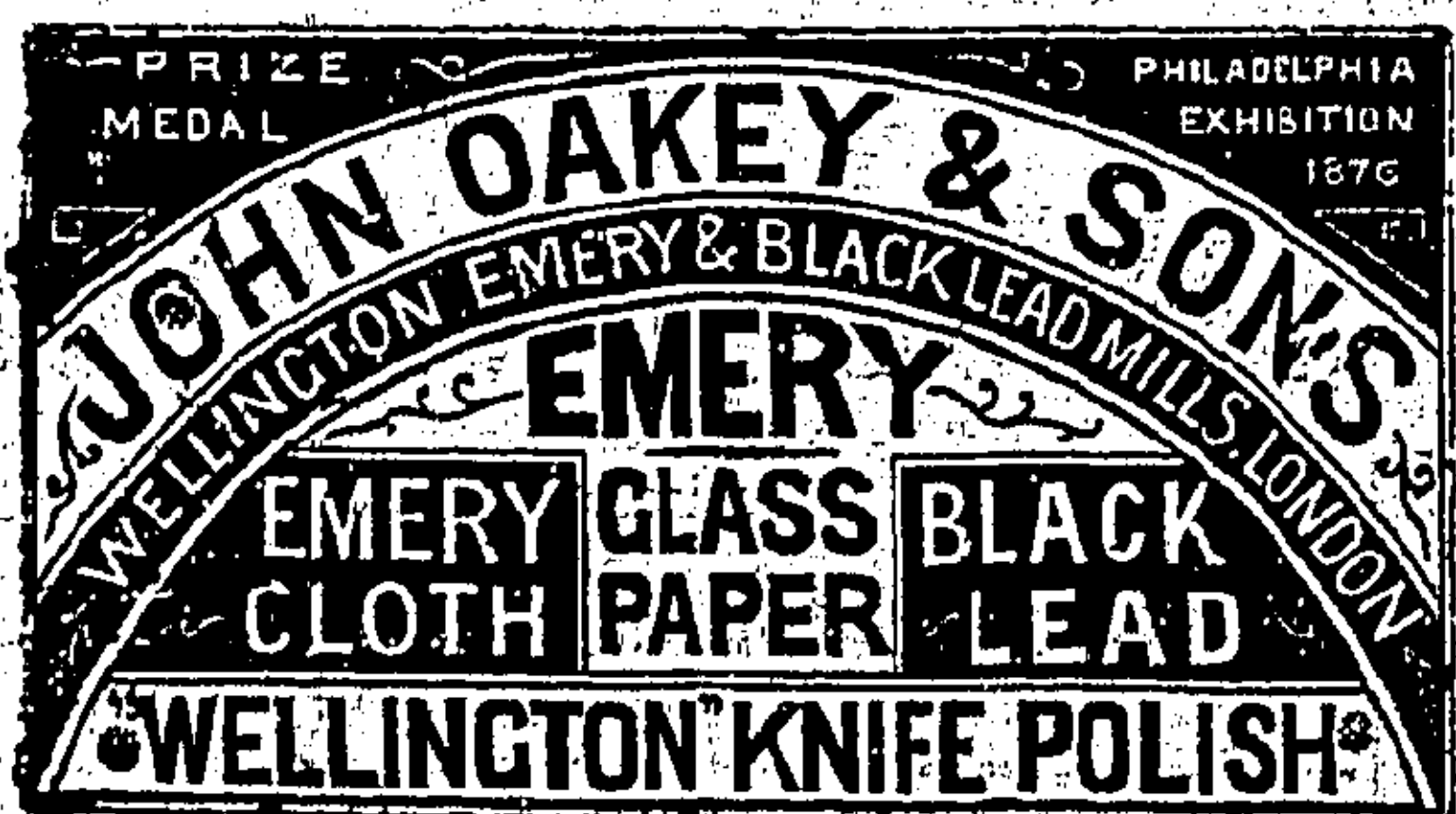
AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.



JOHN OAKLEY & SONS, LIMITED, "WELLINGTON KNIFE" LONDON.

THE CHINA MAIL, LTD.

Undertakes

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPERS,

TUNES, WINE LIST, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE,
6, Wyndham Street

European Supervision

Moderate Prices

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA,
SIMA, OCHI, MUTABE, YO,
SHINOTANI, HOJO, KANADA,
NABAZUTA, SAKO, SHINNEW
and KAMIMADARA Collieries.

AGENTS for KISHIDAKE & SAKITO
COALS.HEAD OFFICE:—TOKYO.
BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow

TEL. ADDRESS for above: "IWASAKI."
Code:—A1, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.MANILA: Messrs Macdonald &
Co.SINGAPORE: Messrs Borneo Co
Ltd.For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, PADDO STREET,
HONGKONG.

CANTON KOWLOON RAILWAY.

ALTERATION AND ACCELERATION
OF TRAIN SERVICE.

THE Public is hereby notified that on
and from THURSDAY, February
1st, important alterations and additions will
be made to the present Time Table.
The first Through Train from Kowloon
to Canton will leave daily at 8.15 A.M.
instead of 8 A.M. and an additional Through
Train will leave at 11.32 A.M.
The Express Train now leaving at 2.55
P.M. will leave at 2.40 P.M. and has been
accelerated and will arrive at Canton at
6.35 P.M. making the journey in under four
hours.
From Canton a Train will leave for
Kowloon at 7.45 A.M. instead of 7.55 A.M.
and an extra Through Train at 11.45 A.M.
The Express will leave at 2.55 P.M.
instead of 2.25 P.M. and has also been
accelerated and will arrive at Kowloon at
6.50 P.M.
For residents in the New Territory a
train will be run to arrive at Kowloon at
9.15 A.M. and leave in the afternoon at
5.52 P.M. The present train arriving at
Kowloon at 10.30 A.M. and leaving at 3.45
P.M. will be cancelled.
For further particulars see Time Tables
which may be had on application to
The Manager, British Section, Kowloon;
The Manager, Chinese Section,
Canton, and at the Booking Office.
By Order,
H. P. WINSLOW,
Manager,
British Section,
Canton Kowloon Railway.
By Order,
THE ADMINISTRATION,
Chinese Section,
Canton Kowloon Railway.
Hongkong, January 23, 1912.

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MARVELS OF MODERN
ASTRONOMY.

Professor L. W. Dickerton has con-
tributed to Knowledge a fine series of
articles on: "The New Astronomy." It
seems strange, he says, that astronomy,
with all the marvels revealed by the modern
methods, has not a greater hold on the
human mind. But doubtless the wondrous
beauty of the heavens appeals far more to
a shepherd folk with their simple night
leisure, their clear sky, their serene minds,
than to city people. The brilliantly lighted
streets of London outshine even Sirius or
the brightest comet. I have seen the moon
herself showing over the house tops as a
feeble kind of large artificial light. In a big
city, music hall stars are far more effectively
attractive than a shining star cluster or
even the whole galaxy of the heavens.
Astronomy, too, has become somewhat dry
and arid. Official astronomers do not care
for theories for the linking of silken cords of
correlation, that will weave together their
wonderful isolated threads of facts and
convert them into the shimmering fabric of
a beautiful and consistent scheme of creation
so grand and glorious as to be capable of
giving hope and energy to human thought,
and high purpose to human aims. Neverthe-
less the neglected celestial vault is the
stage of much romance and beauty. The
moon under a telescope of moderate power
is an exquisite object and so is the crescent
of Venus, the ringed planet Saturn, or
the spiral nebulae. But perhaps, as I said
in *Harper's Magazine*, September num-
ber, imagination is wanted. "Were we to
perceive time passing so swiftly that
centuries were as seconds, to the eye of
the mind we should see the star clusters
appearing as moving masses of many-hued
fireflies, the planets as rings of silver light,
and we should see the whole stellar
heavens as a swarm of shining bees."
No imagination seems to be required when
star clusters are seen through giant tele-
scopes, they appear to eclipse everything
else for brilliant magnificence.

THE WONDER AND BEAUTY OF STAR
CLUSTERS.

These groups of celestial gems may
sparkle like diamonds of the first water, or
they may shine with many a varied tint,
some blue beyond the Oriental sapphire,
some vivid green, or red, or purple. Some
of the groups are all white; some, as in
the constellation of the Southern Cross,
are white, interspersed with red, blue and
green stars; while the most wonderful of
all the clusters, that in the Taurus, is of
an exquisite rose tint. Then the number
of component stars is wonderful; in most
clusters they may be counted by hundreds,
in some there are many thousands
independent points of light; every
point of light a sun perchance bearing
a planetary system with it. What pos-
sibilities unfold themselves. Think of any
one of those solar systems threading its
way through the maze of the other suns.
What vicissitudes it must encounter. For
hundreds of years it might revolve among
the densities at the centre of the system;
then its orbit might be deflected and for
thousands of years it might (swirl towards
the exterior of the cluster. With the sud-
den effect of natural selection, on the
satellites of such a sun, the changes from
tropic to arctic during the great
glacial epochs of the earth would hardly
compare. Then, again, how the heavens
must alter in aspect within those won-
derful coloured clusters, where in one
part the emerald and the ruby enhance
their mutual beauty, and in another
the topaz and the sapphire outglow each
other. Imagine oneself the inhabitant of
a planet lit by a ruby sun and an emerald
sun. Consider the brilliant pictures
and the shadows, every shadow double,
one coloured red and the other green.
These wonders seem too much for full de-
scription. The more we study the stars,
the more we are impressed with the fact
that the stellar system is not a chance di-
tribution, but on the contrary, that almost
the entire contents of the celestial
vault that we can see, whether it be
nebulae or stars, is a single organized
system and has a definite boundary. The
motion of the stars is not indiscriminate;
most of the stars appear to be moving in
two stately processions in opposite direc-
tions. It was in the Southern Hemisphere
that, probably for this reason, some
thirty-two years ago, a study of a beautiful
clear sky suggested that the Milky Way
was the result of the whirling coalescence
of two previously existing independent
cosmic systems. A careful study of
Proctor's book on "The Universe" aided
by Sidney Walker's exquisitely coloured
charts of the two hemispheres, quickly
convinced me that the induction was right;
and every discovery made by astronomers
since that time has tended to strengthen
the conviction.

THE DISTINY OF THE UNIVERSE.

In conclusion, Professor Dickerton says:
There are suns of all ages, incipient, young,
mature, aged, and dead. A pair of dead
suns in coming into complete collision be-
come vivid again, and their luminosity
may last a hundred million years, but this
period is a mere breath in eternity. They
again die, and may again live by another
collision. In this rolling up to go on
until the entire contents of the great
cosmic vault is one huge dead cluster,
all the matter of the Universe collected
into one lifeless globe, and all the energy
of the Universe dispersed into endless
spaces. Such was the opinion, firmly held
some fifty years ago, and it continued to
be held for fully a quarter of a century.
Then chance began to appear in the walls
of this dismal jagged of thoughts, and a
little light was entered. A thoughtful
soul still refuses to use this hopeless
little average humanity never quite entered
the dungeon, and many minds now stand
in the full light of the optimistic thought
of a scheme of creation, infinite, eternal
and divine.

THE MAN WHO
GETS THERE"Like a New Lease of
Life."Grateful Parent in Rangoon
Tells How His

Anæmic Daughter

Was Restored to the Bloom
of Health.

They give to sickly, bloodless girls health, brightness and charm. The rich
blood which they make restore colour to the cheeks, brightness to the eyes,
buoyancy to the step and to the drooping spirits. That is why Dr. Williams' Pink
Pills have stood pre-eminent for over twenty years as the great remedy for anæmia,
and for all the symptoms associated with this grave malady. The case of Miss Martin,
whose portrait appears above, is typical of thousands of their cures.

"My daughter, Victoria, now aged fif-
teen and a half, showed marked signs of
Anæmia about three years ago," said Mr.
E. E. Martin, of 20, 43rd Street, Rangoon,
Burma. "A peculiar feeling of languor
came over her and she became fretful
and peevish, whilst her complexion as-
sumed a most unpleasant ashy colour."
"It became greatly concerned about the
turn my daughter's health was taking and
sought skilful medical aid. The medicine
prescribed did her no material good, how-
ever, and after a while her appetite fell
away and symptoms of indigestion ap-
peared. Not only did she not want to eat,
but the mere sight of food nauseated her.
We realised that unless her blood was
restored to its proper condition a
decline, and ultimately Consumption,
might result, and various medicines were
tried, but without result. The poor girl's
nervous system was quite disordered, she
became awfully shy and reticent, and im-
paired by all disorders arising from im-
pure blood of disordered nerves Dr.
Williams' Pink Pills for Pale People are a proved remedy, have cured in both sexes
besides Anæmia, innumerable cases of Nervous Debility, Indigestion, Malaria,
Rheumatism, Sciatica, Eczema and Skin complaints. Of all dealers and post free,
one bottle for \$1.50, six for \$8.00—post free, from Dr. Williams' Medicine Co.,
84 Sechen Road, Shanghai. The pills that cure are

DR. WILLIAMS' PINK PILLS

DOINGS AT HOIHOW.

(From Our Own Correspondent.)

Readers will remember that on the 26th
of December there was a fight at Kiangchow
between the Tao-tai Fang and Chow, a
military man who was sent from Canton to
pacify the island. At that time Chow was
driven off when he tried to enter the city
of Kiangchow in force, and he went back
under cover of night to Hoihow. The next
day Fang put out a proclamation saying
that he had been attacked in his city by
pirates under one of the well known local
gentry, for whose head he offered a reward.
Chow also put out a proclamation saying he
had been resisted by the acting Tao-tai
Fang whom he denounced as a reactionary
and as a traitor. Chow then remained quietly
in Hoihow until the 15th of January, await-
ing reinforcements from Canton. When they
came under a general named Wong there
again began to be peaceful intercourse
between the two cities. Before that they
were like two hostile camps, and the
country round about was so much left
without a government that a village
between the two cities was looted
by thieves. General Wong went to
Kiangchow in a peaceful manner soon after
he landed and he has now nearly completed
the arrangements for the resumption of
official relations, by the removal of the
Tao-tai and the establishment of another
Tao-tai who is appointed from Canton,
after being nominated by the representa-
tives of the different districts of
the island.

Party spirit is rather high, for some
object to a Tao-tai from the Yun-sio dis-
trict, which is the home of Mr. Chow
who met with trouble before and whose
opponents denounce most severely, saying
that they will not fail to have more trouble
if a man from his district is made Tao-tai.
With the government of Hainan paralyzed
by this trouble at the capital, there has
been much lawlessness manifested in many
places. On the east coast pirates landed
and visited the district of Yangchow,
but were resisted, and did not attack the
place, but were bought off with a present
of one hundred dollars. In several places
in the interior there are raiding de-
fenceless villages. Even in Kiangchow
soldiers looted several shops which were
held by men whom they counted as taking
the part of their enemy Chow. Generally
the villages and towns have organized a
local militia, paid by the gentry. They are
keeping lawless characters in check, till
order can be generally restored throughout
the region.

It is hoped that the Hainanese have had
enough of fighting to know the cost of it,
and will not be willing to engage in local
feuds, especially in the neighbourhood
of Hoihow.

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9.15 P.M. to 11.15 P.M.GRAND REPERTORY OF
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MINSTREL TROUPE

WILL APPEAR.

MATINEES
SATURDAYS AND SUNDAYS.
AT 4 P.M.

the sympathy of the Diplomatic Corps for the plan, but with what success is not known. At any rate the Imperial China were so enamoured of the project that they refused to come to terms with the Nanking party. What truth underlies this tale time will reveal, but it certainly seems probable in view of what is happening up North this week. The Imperial clan realise that they have lost the South and that it is useless to think of its recovery, but they cling tight to the idea that the northern part of the Empire can be retained. YUAN SHIH-KAI is consequently blamed by the Republicans for not putting the real position before the Imperial family and demonstrating to them that a divided China is a political absurdity. We do not envy YUAN SHIH-KAI his position these days. We read in the latest telegrams that he is surrounded by enemies and consequently has had to largely increase the number of his body guard. The recent assault on his life—a dastardly outrage which we are glad to see drew an immediate remonstrance from Dr. SUN YAT-SEN—shows the peril which surrounds him and also explains perhaps the hesitancy which he displays towards going over to the Republicans. He distrusts them as much as they distrust him. Yet the sooner the situation resolves itself the better. The prolongation of the present period of uncertainty only means an increase in the troubles now afflicting the land. With the Republic acknowledged by the Throne, the Powers of the world represented at Peking could be approached to accord recognition, and then the reorganisation of China could be taken in hand at once and a beginning made with the reforms which alone can serve her direct needs.

In this connection it is most interesting to note the views of a representative local Chinese gentleman who is a close student of political developments in China. He has favoured us with a statement of his opinions which may be summed up as follows:—"The unrest in China can never be permanently settled and lasting peace attained until there has been a decisive battle fought between the rival troops. It will be argued that such a course would mean the sacrifice of thousands of lives and incalculable properties, but compared to the ever-present dangers which are bound to exist in the land if no final settlement is effected, these losses are a mere trifle. From the glib talk of ardent Reformers, the lower classes have come to believe that if a Republican Government is ultimately established they will be placed on a footing of social equality with the richest nobles of the land, and they equally believe that, had it not been for the policy dictated by their Manchu rulers, the Chinese, with their enormous numerical strength, would have conquered their enemies in the wars with France and Japan and would have driven all foreigners from the Empire. So strong are these feelings and beliefs held by the masses that if Republicanism is established without the need of a strenuous fight, the people will become so intoxicated with the easy accomplishment of their aims that they will believe themselves capable of doing anything, and what was formerly anti-Manchu feeling will be diverted into channels against foreigners, whether missionaries or traders. Then China will be no safe country for foreigners. Ninety per cent. of the so-called Citizen soldiers of the various provinces are nothing more or less than outlaws—in Canton the proportion may be bigger still—and the loss of many of these on the battle-field would become a blessing in disguise. At any rate a stiff battle would have a chastening effect on them and on the reckless spirits of the masses generally—this, whether the Republicans win or lose. So from all points of view a decisive battle between the opposing factions is most desirable."

It must be admitted that there is a good deal of wisdom in these contentions, though of course all peace-loving people would wish to avoid unnecessary bloodshed. Still, there are times when lasting concord between nations, as between individuals, can only be attained by an initial resort to hostilities; thus is the air often cleared. The desire of the author of the sentiment quoted is obvious, and is essentially praiseworthy—namely, to see peace restored to a distracted Empire. And, judging from the trend of events up North, the method he favours for its accomplishment will more than likely be translated into actual effect.

LADY LUGARD.

The following bulletin, signed by Dr. G. P. Jordan, was issued at Government House at 10.45 a.m. to-day:—
"Her Excellency Lady Lugard is doing very well."

NEWS OF THE DAY.

Tomorrow's *Overland China Mail* will show a group of Volunteers in Camp at Custom's Pass.

The infantile mortality of Kuala Lumpur for 1910 was 351 per mille. To bring this down it is proposed to engage a lady inspector. There are two at work in Penang and the results are said to be very satisfactory.

The girl of eighteen who recently eloped with a man from Amsterdam and took passage in a Dutch mail steamer for the East was detained at Port Said and sent back to Holland, says a cable message to Dutch papers.

To-night a grand complimentary benefit is to be tendered to Miss Lynda Davis at the Victoria Theatre. A number of special attractions are announced, including the band of the K.O.Y.L.I. and H.M.S. Merlin minstrel troupe.

A lifeboat inscribed a.s. Waratah and covered with larches has been found at Waikuku on the west coast of New Zealand. The Waratah was lost in July 1909 off the coast of South Africa, but the mystery of her disappearance has never been solved.

The return of the Dalai Lama to Lhasa is regarded as extremely probable. The Peking Government itself, it is stated, has come to recognise that the Dalai Lama's return might bring about an improvement in the present disturbed situation in Tibet.

A lecture will be given to the members of the United Service Institution on Thursday, 1st February, at the Volunteer Drill Hall, by Lieut.-Colonel P. W. G. Gordon Hall, M.B., R.A.M.C. Subject: "The Tactics of Medical Mobile Field Units."

The visitor at the Detention Barrack next week will be Major L. E. B. Dykes, R.G.A. The Field Officer for the week is Captain R. de L. Brock, 120th Bala. Captain R. Fitzgerald, 126th Baluchistan Infantry.

A large amount of insurance has lately been placed in London covering property at Shanghai against the risks of damage by riots or civil commotion. The interest covered has mostly been general merchandise, and to a considerable extent opium in the godowns.

The body of a Chinese male, aged about 60 years, was picked up in the western district, near No. 5 Wilmer Street. A male child, aged about 8 years, was also picked up dead near the cement works, Hungshing. Death was supposed to be due to asphyxiation. A sampan man, aged about 22 years, was also found dead on the foreshore at Shamshipo.

Cwing to the inclement weather the "at home" which was to have been given at East Point to the members of the Medical Congress yesterday had to be abandoned. To-day a party has been given up town, Dockyard, while Mr. F. J. Halton gave a reception in honour of the visitors on board the Pacific Mail steamer Siberia.

A FREIGHT ACTION.

Sitting in Original Jurisdiction, Mr Justice Compton in the morning delivered judgment in the action brought by the Norddeutscher Lloyd against the Chinese-Borneo Company, for \$3,062.73, amount said to be due for freight from Sandakan to Hongkong carried by the s.s. Borneo on or about March 4th and May 8th, 1911.

Mr. W. W. Slade, K.C., (instructed by Mr. W. E. L. Shenton) was for plaintiff, and Mr. E. E. Pollock, K.C. (instructed by Mr. W. B. Lind) for defendants.

In giving judgment, His Lordship said he attached very great importance to the absence of a proper receipt, and he thought it most extraordinary that the omission should not have been remarked by the various persons through whose hands the bills passed. "After intimating that he was not satisfied with the demeanour of some of the defendants' witnesses, his Lordship said the plaintiff's shrewd told a straightforward tale, supported on the whole by the probability of the case, and he was disposed to believe him. As judgment was for plaintiffs on the issue of fact, it was unnecessary to deal at any length with the question of law raised by them. But he would say, as an expression of opinion merely, that he found it difficult to hold that the words on the receipt did establish the limitation on the agency of the shroff that had been set up. It might be possible to draw a notice of this kind which would be quite unexceptional. He was disposed, however, to think that all that was indicated by the form of the words used was that the creditor might have some check on their collecting staff."

TRAMWAYS AND TELEPHONE.

Judgment Against the Government.

Below we give the chief points in the judgment of the Chief Justice (Sir Francis Jaggott) in the special case in which the Attorney General of Hongkong claimed on behalf of the Government of the Colony from the Hongkong Electric Company, Ltd., the sum of \$40,000 damages for injury alleged to have been caused to the Government by the working of the defendant's electric tramway.

His Lordship said—This is a special case presented to the court in an action by the Attorney General against the Electric Traction Company to recover the cost of certain alterations to the "ables, lines, sheathings, coverings or supports of their telephone system alleged to have been necessitated by the working of the defendant's tramway. The section under which the claim is made is the section 21 of Ordinance No. 10 of 1902, the material parts of which are as follows:—"If any cable or line used for the purpose of telegraphic, telephonic or electric signalling communication now or hereafter to be constructed and worked in the Colony by a Government department, or the sheathings, coverings, or supports of any such cable or line shall be injuriously affected by the construction or working of the undertaking the Company shall pay the expenses of all such alterations in or addition to such cable, line, sheathing, or supports as may be necessary to remedy such injurious affection. A cable or line shall be deemed to be injuriously affected if telegraphic communication by means of induction or otherwise is rendered affected by any act or work of the Company." The claim is for \$40,000 and is made in the following circumstances. The Government had a telephone system in the tramway, and it is alleged that the telephone communication by means of the telephone system was rendered affected by the construction or working of the tramway. The special case raises only the question of law whether in these circumstances, assuming the alleged injurious affection true, the Company is liable under the section. Put briefly, the case for the Company is this. You say that the telephone communication through your wires is injuriously affected by our work through induction; the section does not contemplate the case, it deals only with telegraphic communication being injuriously affected in that way. The case for the Government is quite the reverse. It is not the telephone communication which is affected, but your statement is correct; but we mean to say telephonic as well as telegraphic communication; but by the alleged work of the Company the telephonic communication is quite sufficient to cover the case. The crux of the point of law thus raised is this: can the court supply deficiencies in drafting? Here the argument breaks up into two, and it is that the second contention is also that it may link into certain surrounding circumstances connected with the passing of the section, the history of the section in fact, which will show what the Government really did mean. The proposition for which the Government contends is very startling, and it is difficult to see where the effect of such a proposition could stop. I must first get out of the way certain minor points of construction which are involved. It is said that the second contention is really unnecessary, because the line in question is "used for" telephonic purposes; and for it to be "injuriously affected" means that it can no longer be used for telephonic purposes; also that "induction" by which the line has been injuriously affected is an "other cause" which would follow "electrolysis." I cannot adopt this construction. I must give the section a plain meaning if there is one, and there is quite a plain meaning. It is physically by electrolysis the Company is to pay the cost of alteration and if communication through the wire is affected by induction or otherwise then they are to be considered as injuriously affected. In this statement the question arises in necessarily assumed. It is said, however, that the strictly grammatical meaning of the last sentence is to give a definition of the term "injuriously affected," and that if it is interpreted as I have suggested above, that would make it a tautologous definition. I agree that such a construction is possible, but I am bound to look at the section as a whole and the plain meaning is that the first part deals with physical injury, the second with injury to the transmission powers of the wires. Reference was made to section 19 of the Interpretation Ordinance which is in aid of the construction. In the first place, I am doubtful whether that rule applies when there is only one genus referred to, but I am sure that the section referred to was not intended to destroy the ordinary meaning of language and to introduce a new language to say that induction included in the "other cause" following "electrolysis" and that "electrolysis" is included in the "other cause" following induction. This brings me to the crux of the case. The first part of the section refers to the use of wires for telephonic, telephonic, or electric signalling communication. Am I to assume that here is an obvious slip of drafting and that I might supplement it? Or am I to take the section as it stands and interpret it accordingly. Now, I am bound to say this question of construction is complicated by the assumption of some scientific knowledge, however minute, in the case, and it was for this reason that I wanted an answer. But if it is wrong to assume any scientific knowledge at all, I may appear very ignorant, but I am, I think, bound to be ignorant of the accurate meaning of electrolysis and induction, though the combination of the two sentences may give us a general sort of idea, that one relates to atomic changes, the other to molecular change in the wire. Now, there is a *a priori* argument both ways. It is obvious, says one counsel, that telephonic and electric signalling have been omitted by accident, for they are referred to in the first sentence, and therefore must be intended to be referred to in the second. It is obvious, says the other counsel, that being omitted from the second sentence they were deliberately omitted and therefore cannot be inserted. Now, let us see how the court is to introduce scientific knowledge. First, it is said from the dictionary "telephonic" is a generic word and includes "telephonic"

and undoubtedly the Edison case to which I shall refer presently, must go a long way to support what the dictionary says. I do not know whether induction does affect telephonic communication or not. One aspect of the sentence on first reading is that it does not, and therefore it is said I cannot supplement it. I am anxious to make the point of my reasoning very clear, why I cannot accept the so-called obvious argument. I am afraid of it. I do not see clearly where it would lead us to. I have had so much experience of drafting, I am now so much involved in detecting errors in revising the laws, that I am fairly afraid of the suggested possibility of supplementing deficiencies in the text of Ordinances. What I want to emphasise therefore is that if the language used were one stage more scientific the impossibility of doing it becomes apparent. But it is said that it is the duty of the court to give effect to the intention of the legislature and that if there is any obscurity, authority justifies the court in looking at the circumstances in which certain documents should be looked at from which the intention will be made clear. The documents in question are the draft of the Ordinance which shows the section in its original form, and certain correspondence between the Secretary of State, the members of the electrical advisers in England. The proposition in itself is more than startling, that in interpreting an act we may look at the stages through which it passed, correspondence showing what the Government meant to do from which we are to find that they did it whether they said it or did not say it. This brings me round to the section in question. The words are grammatical sense and not nonsense. I cannot say that by not introducing the words, suggested it will obviously defeat the intention to be collected from the whole section. I cannot say that it will produce an inconsistency or absurdity and as to the great inconvenience of the construction to which the judgment refers, I admit that the argument is a good one, but the court show that there will be inconvenience to the Government, but that is not the meaning of the words. They mean great inconvenience to the court in interpreting the section, and for the reasons already given I cannot say that it is possible, public or even highly probable, that the case I have to some extent even go in to this extent. There is no case which decides that the court may put itself in the place of the drafter, and do what she has omitted to do. In certain circumstances, which are clearly defined, it may rectify his blunder or correct his error, but these circumstances do not arise in the present case, and I must say again that, however conscious I may be of the plainness of the argument, however much I should feel tempted to revise to insert the desired word when I come to look for the principle on which a court must act in interpreting, I cannot find none and I am afraid of inventing so simple a plan for rectifying the drafter's alleged blunder, for I do not see clearly where it would lead me, though I do see dimly that it would lead me to immense lengths. There is only one other point left. Can the Government save themselves by relying on the Telephone Company, which is the case decided that a telephone message was a telephonic message. I use the words "save themselves" deliberately because it was not and could not be suggested that the word "telephonic" was used in a second part of the section deliberately and because the drafter knew of the decision and relied on it. I think they cannot for two reasons. First, the case arose under the Telegraph Act, 1883, in which there were definitions of telegrams and telephonic messages, and it was pointed out that the definition would include on the one hand electric signals made, if such a thing were possible, from place to place through the earth or the air, and on the other hand a set of common bells worked by wires, pulled by the hand, if they were so arranged as to constitute a code of signals. Secondly, because these things are used in contrast to the first part of the section and only one of them is used in the second. The question was by accident or design; there is, as I have shown, no authority for remedying accidents of this nature, and I have no evidence before me enabling me to decide whether it was by design or not. This dictum enabled me to make the meaning of my reasoning in the first part of this judgment clearer. Let us suppose that the Government had had instead of a system of telephones a system of signals by bells. Then if in the first part of the section the bell wires were mentioned, and physical damage to them dealt with, they would not be rectified in the second part, because obviously induction would not affect the wires which were only used for physically moving the bells, but it is not obvious on the information before the court whether induction will affect transmission of the telephone message. If it ought to be obvious, then information should have been before the court, and this would possibly have assisted the interpretation for which the Government contends. Unless the court can come to the conclusion by this means that the words of the last part of the section clearly apply to telephonic messages, then even if it be assumed that the Government telephonic wires were injuriously affected by induction or otherwise the case does not fall within the section. Judgment was entered for the defendants with costs.

GOVERNMENT HOUSE.

There will be an Official Dinner at Government House to-night at which the following have been invited: Hon. Dr. Atkinson, Sir Allan Perry, Comptroller Byrnes, Major Ashburn, Hon. Mr. Clementi, Dr. Bell, Dr. Brown, Dr. Clark, Sir Francis Jaggott, Dr. Broadbent, Dr. Enomoto, Dr. Foyth, Hon. Dr. Ho Kai, C.M.G., Dr. Fraser, Dr. Finlayson, Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. Hewitt, C.M.G., Dr. Froese, Staff Surgeon Firth, Dr. Gaudes, Major Fleury, Hon. Mr. Pollock, K.C., Dr. Heiser, Dr. Montel, Dr. Middleton, Lt.-Col. Gordon Hall, Capt. Neesh, Dr. Nisbet, Colonel Irwin, Hon. Mr. Osborne, Hon. Mr. Rees Davies, K.C., Hon. Mr. Chatham, C.M.G., Dr. Sabin, Dr. Swan, Dr. Jordan, Mr. Gompertz, Dr. Teruchi, Dr. de Vogel, Dr. Muller, Dr. Voretzsch, Capt. Vedder, Dr. Sandars, Dr. Stedman, Mr. Volpicelli, Mr. Anderson, Messrs. Pallard, Dr. Noble, Mr. Funatsu, Dr. Watson, Dr. Hatori, Mr. de Reuss, Dr. Fitzwilliam, Capt. Power, Dr. Harston, Staff Surgeon O'Leary, Major James, Dr. Makita, Dr. Furrin Norris, Dr. M. Edwards, Mr. Carter.

SOCIAL AND PERSONAL.

To-morrow is the 53rd anniversary of the birthday of Emperor Wilhelm II. of Germany.

Having discharged a considerable portion of her cargo, the *Minnesota* yesterday proceeded to her customary anchorage off West Point.

Mr. William Maxwell, the well-known war correspondent, now attached to the staff of the *Daily Mail*, arrived by the German mail on route to the north.

H. E. the Governor will distribute the prizes and unveil a marble bust and three portraits presented to Queen's College, on Thursday, February 8th, at 11.30 a.m.

Congratulations to Sir Cecil Clement Smith, who attained the age of 71 on December 23, says the *L. and C. Express*. Educated at St. Paul's School, he graduated at Corpus Christi College, Cambridge, and while only in his 22nd year began his long colonial service as student interpreter at Hongkong. He retired in 1893, having held many important posts, including those of Colonial Secretary and Governor of the Straits Settlements, Lieutenant-Governor of Ceylon, and High Commissioner for Borneo.

THE COURT AND BANK ENTRIES.

During the hearing of a case in the Supreme Court yesterday an interesting point of procedure came up, when Mr. Pollock made an application to tender evidence consisting of extracts from the loan book of the Banque de l'Indo-Chine. Mr. Wade objected on the ground that this would be a departure from the procedure set forth in the Evidence Ordinance of 1889, Sections 20 and 21 which empower the Court to direct copies of entries in "bank" books to be taken on the application of either party during the proceedings in a case.

The Chief Justice held that the sections only empowered the taking of entries from the books of English Banks, not foreign Banks, and stated that the sections would only be made applicable to foreign Banks by means of special Order-in-Council.

A CASE OF PIRACY.

A case of piracy is reported from Ta Shih. The robbers adopted the old ruse, which was quite successful. They first of all sent a party to travel as ordinary passengers who hid their identity till, at a given place, at the approach of their companions in an ordinary boat, they showed their weapons. The robbers were well armed and so the passengers could not show any fight. The reporter of the outrage mentions one fact with some amount of satisfaction. One of the passengers on board was a diamond ring worth \$800, but at the same time wore a glove. The robbers did not suspect that any ring was beneath, and so the man had the satisfaction of keeping this piece of property safe.

WOMEN SHOULD ALWAYS REMEMBER!

THAT Constipation is the cause of half the troubles of their sex, and that PINKETTES are the remedy. Try but through these Little Pink Tablets course regularly, aid digestion, prevent headaches. For 60 cents of Chemists, or The Dr. Williams' Medicine Co., 84 N. 2nd Street, New York, N.Y., post free.

Port Wine.

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GREAT DIETETIC VALUE

The Popularity of good Port Wine has increased in Public favour all over the World, on account of its Dietetic Value and as a 'Nature's Natural Tonic.'

Our Ports are of the Highest Standard of Quality, being imported direct from the Oldest and Most Reliable Houses in Oporto, for whom we have been acting as Agents for a great number of years.

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BY TELEGRAPH.

THE REVOLUTION.

"MARQUIS" YUAN SHIH KAI.
(*Reuter's Service to the China Mail.*)
SHANGHAI, Jan. 26.
Reuter's Peking correspondent states that the Throne has appointed Yuan Shih Kai a Marquis in appreciation of his loyalty.

FIGHTING AT WANG SIEN.

(*Wah Tse Yat Po's Service.*)
SHANGHAI, Jan. 25.
The Revolutionists and Imperialists engaged in a severe battle at Wang Sien in which the Imperialists were routed.

ITALY'S RASH ACT.

ENQUIRIES PROVE FRENCH CONTENTION.
(*Reuter's Service to the China Mail.*)
LONDON, Jan. 26.
An official Italian enquiry corroborates the allegation that there are several doctors and hospital attendants among the Turkish prisoners seized on board the Manouba. The others are stated to be a Treasurer and clerks.

The wording of a Note preliminary to the liberation of the prisoners is now being discussed.

THEIR MAJESTIES AT MALTA.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
Reuter's Malta correspondent wires that Their Majesties landed and inspected the French battleship Danton. The British and French flags were conspicuous in the decorations. Their Majesties lunched with the Governor at the Palace and received an ovation from the crowds on route. They dined with Admiral Pao in the evening and attended a gala opera.

ANGLO-FRENCH AMENITIES.

LONDON, Jan. 26.
His Majesty the King's attention to the French at Malta is warmly appreciated by the papers in Paris. King George has telegraphed to President Fallieres his appreciation of the French Squadron's greetings and comments on the fine appearance of the men and the vessels. President Fallieres has replied expressing the nation's gratification at King George's doing honour to the French Navy.

MR. CHURCHILL'S IRISH VISIT.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
The Master of Elibank will accompany Mr. Churchill to Belfast. Messrs. Redmond, Pirie, and Devlin will speak.

A SNUB.

LONDON, Jan. 25.
In connection with his visit to Belfast, Mr. Churchill has notified the Harbour Board of his intention to inspect the harbour on February 9th, but the Board to-day decided to inform Mr. Churchill that the date is inconvenient.

MR. CHURCHILL'S ATTITUDE.

LONDON, Jan. 26.
Mr. Churchill has written to Lord Londonderry saying that as the main objection of Lord Londonderry and his friends are directed against the holding of the meeting in Ulster Hall, he offers to hold it elsewhere. He declares, "It is your duty to keep your promise to Ulster Liberals and assert the right of free speech in public meeting."

MR. CHURCHILL DETERMINED.

Mr. Churchill's letter refers to the very grave personal responsibility falling on Lord Londonderry if there should be serious rioting in Belfast on February 8th, and states that it has become of importance to public liberties that the meeting shall take place in Belfast. Mr. Churchill concludes by saying that he intends to hold the meeting there.

MR. REDMOND SPEAKS OUT.

Mr. John Redmond, in the course of a newspaper article, indicates "the insolent bluff of Orangemen and the noisy minority of Protestants in Ulster." He says Englishmen will be fools and politicians if they allow themselves to be diverted by stupid hollow and unpatriotic bellowings from a great policy binding Ireland to the Empire.

BY TELEGRAPH.

THE OPIUM CONVENTION.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
The Opium Convention also provides that the Powers having treaties with China, will take measures in agreement with China, against the contraband import of opium, morphine and cocaine into China from their own Far Eastern Colonies and Settlements, and, if they think fit, to enforce Chinese legislation on their own subjects residing in China. They also undertake to restrict smoking and limit the number of shops and dens part passu with China.

THE ARGENTINE MAIZE CROP.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
The Argentine maize crop gives promise of extraordinary results, the minimum estimate being 7,000,000 tons.

ARGENTINE RAILWAY STRIKE.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
The Minister for the Interior has announced in the Argentine Chamber that the Government is resolved to take steps to restore the railway service.

DUKE OF WELLINGTON'S MONUMENT.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
The equestrian statue of the Duke of Wellington, designed by Stevens, has been finally placed on its monument in St. Paul's Cathedral.

LATEST VIATION RECORD.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
Reuter's Berlin correspondent states that the aviator Herr Grulich flew for 95 minutes with three passengers. This constitutes a record.

TO POPULARISE CONSOLS.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
Various banking meetings to-day have strongly supported Sir Felix Schuster in his remarks respecting Government securities, and it has been announced that a movement is on foot among prominent bankers to approach Mr. Lloyd George in order to popularise Consols.

THE BISHOP OF UGANDA.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
At Westminster Abbey to-day the Bishop of Uganda was consecrated. The ceremony, which was most impressive, was carried out by the Archbishop of Canterbury.

M.C.C. BEAT NORTH TASMANIA.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
In pleasant weather but before a small attendance, North Tasmania, on a good wicket, carried their score on the second innings to 105. Marylebone replied with 56 for two wickets, and this won by eight wickets.

COTTON DISPUTE UNSETTLED.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
The trouble has not subsided in the Lancashire cotton trade despite the agreement. The operatives are mobbing non-unionists and in some instances they are going on strike in order to force them to join the union.

AMERICA CAPTIVATED.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
The Duke and Duchess of Cornwall visited Wall Street and received a great ovation. The unfailing good humour of the Royal visitor in the face of the mobbing crowds, persistent photographers, and reporters captivated the Americans. The newspapers devote columns to tributes to the most popular foreign dignitaries ever entertained in the metropolis.

Democracy is in raptures over the charm of the Princess, who is described as the ideal of New York. One newspaper has an ode to "Princess Kai" which designation was taken up by cheering crowds in the streets.

BY TELEGRAPH.

SIR WILLIAM RAMSAY RESIGNS.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
Sir William Ramsay has resigned the Chair of Chemistry in University College, London, which he has held since 1887.

NOTED SURGEON'S DEATH.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
The death is announced of Sir Henry Trevelyan, the noted surgeon. [Note: The deceased, who was born at Cambridge, Cornwall, was the son of the late Rev. W. H. Butler. He was President of the Royal College of Surgeons and Consulting Surgeon to St. Bartholomew's Hospital. He was also a Governor of Rugby School.—Ed. C.M.]

EMPLOYMENT WANTED.

(*Reuter's Service to the China Mail.*)
LONDON, Jan. 25.
The Board of Trade since the 8th inst. has received 80,000 applications for appointments under the labour exchanges and the unemployment insurance scheme.

SPORTING.

Yachting.
The seventh Club Race in connection with the Royal Hongkong Yacht Club, takes place to-morrow afternoon. Course:—Haukepoa Club (port), Mark B. at Quarry Bay (star), distance about 5 miles. One Design Class—Stencutter's Island (port), distance about 5 miles. Dinghy Class—Kowloon Rocks (star), Channel Rocks (star).

Cricket.

H.K.C.C. v. THIS FLIGHT.
The following will represent the H.K.C.C. in the match against the Fleet to-morrow. Play to start at 2.00 p.m. sharp on the Club ground.—T. E. Pao, A. C. E. Elborough, A. E. Fowler, A. P. Dashed, W. H. Hancock, D. E. Donnelly, F. J. Pigott, W. E. Warburton, R. J. Saunders, M. M. Maas and H. R. McKin.

The following have been selected to play for the Fleet:—Commr. Ward, Rev. Hawes, Surgeon Fisher, Lieut. Atwood, Asst. Paym. Annheim ("Minotaur"), Lieut. Bedford and Staff Surgeon Greenhalgh ("Newcastle"), Lieut. Chambers ("Wetland"), Major Morgan, Eng. Lieut. Smith, Asst. Paym. Cooke ("Tamar").

Hongkong Cricket League.

CR. GREENOUGH v. POLICE.
This league fixture will be played to-morrow on the Police ground at 2 p.m. sharp. The following will represent Cr. Greenough:—H. H. Taylor, R. A. Carvalho, J. V. Bragg, E. L. Bragg, G. A. Hancock, L. A. Rose, N. H. Vivian, J. D. Norris, R. Pestonji, C. Johnson, R. Basa.

The following is the "League" Table up to date:

Club	P.	W.	L.	D.	Pts.
Civil Service	9	6	3	0	18
Cr. Greenough	8	4	1	3	15
Kowloon	8	4	3	2	14
H. K. Police	7	4	3	0	12
R.G.A.	7	2	2	3	9
E.O.Y.L.	8	2	4	2	8
E.C.	7	2	4	1	7
Naval Yard	9	2	7	0	6
N. B.—A win=3 points. A draw=1 point.					

Rugby Football.

The following have been selected to play for the Navy against the Army in the Cup match on the Club ground at 4.15 p.m. on Saturday:—Back, Pte. Northmore "Tamar"; 3 backs, R. Burberry, "Astraea"; Lieut. Whitehead, "Minotaur"; A. B. Skinner, "Monmouth"; 3 backs, Lieuts. Welman and Scott, "Rosario"; forwards, Asst. Paym. Morris, "Minotaur"; Asst. Paym. Allen, "Tamar"; Lieut. White, "Waterwitch"; Lieut. Taylor, "Rosario" (Capt.); A. B. Hill and Atkinson, "Monmouth"; A. B. Bradley and Lorr, "Minotaur."

VOLUNTEER NOTES.

JOINED.
Mr. S. J. Clarke joined the Corps on the 23rd January, and was posted to the Engineer Company.
Mr. A. J. J. Martin joined the Corps on the 24th January, and was posted to the No. 1 Artillery Company.

ON LEAVE.

Lieut. J. I. Andrew of No. 2 Artillery Company is granted leave of absence for 12 months with effect from the 29th January.

SACRIFICING TO THE DEAD.

At the outbreak in April last, when so many of the Cantonese lost their lives to no purpose, a leader of the revolutionary party Kwai-chow was summarily executed at his native place. He was thrown into a rough coffin and into a traitor's grave. This week there have been popular ceremonies in his honour at his graveside. A regiment of soldiers went forth with weapons and music. Then his name was sacrificed to, and a big scroll, borne in the procession, read telling the story that "This present, with many tears, were wetting the breasts of their official robes."

A RECENT JUDGMENT.

In the case of Li Po Hung v. The Yik Loong Bank, Li Ling Shi, Li Po Lun alias Li Pak, Si Po Lung and Li Po Yung, Messrs. Brutton and Hott inform us that the judgment delivered by the Full Court was, that the action against the defendants Li Po Lung and Li Po Yung be dismissed with costs, not only of the present hearing but of the previous hearing and of the appeal, which costs are to be paid by the plaintiff Li Po Hung. So far as Li Ling Shi is concerned, no judgment was delivered, but action was adjourned pending the hearing of a set-off. With regard to Li Po Lun alias Li Pak judgment was given against him.

A CHEQUE DISPUTE.

In the Court of Summary Jurisdiction, before Mr. Justice Gompertz this morning, Edward Perkins sued R. Howard for \$200. Mr. Otto Kong Sing was for plaintiff and Mr. P. W. Goldring for defendant. Mr. Goldring asked that the case stand over for a week and that he be given leave to file a counter-claim. Mr. Otto Kong Sing said the plaintiff was desirous of leaving the Colony to go to Australia, and would like the action quickly disposed of. As a matter of fact the claim was on a dishonoured cheque, and there was absolutely no defence to the action. Mr. Goldring said there was a very good defence. The cheque was post-dated and given on special terms. "His Lordship—Are you prepared to file an affidavit that plaintiff desires to leave the Colony?" Mr. Otto Kong Sing—Yes, my Lord. Mr. Goldring—Then I had better ask for security for costs. His Lordship—We haven't got so far as that yet. Mr. Otto Kong Sing—And there is a reason for it. The case was fixed for February 9th, leave to counter-claim being given.

COMMERCIAL.

COAL MARKET FOR 1911.
Messrs. Hughes and Hough report:—During the year under review 1,292,000 tons of coal reached the Colony from the various coal centres, the details of which are as follows:

Japanese Coals. The quantity imported amounted to 923,000 tons from Moji, Wakamatsu, Miiko, Karatsu and Muroran. The chief importers are the Mitsui Bussan Kaisha whose arrivals during the year totalled 600,000 tons. Other importers of Japanese are:

Mitsui Bishi Goshi Kaisha 125,000 tons.
Bradley & Co. 40,000
Ataka & Co. 40,000
not sundry others.

Canadian Coal. Only one cargo of some 5,000 tons arrived in the convenient of commercial importers. There were several enquiries for coal on the Admiralty List during the latter part of the year, but no business resulted.

Kaipai Coal. There arrived about 37,000 tons for local dealers and for Canton consumption.

Hongy Coal. About 13,900 tons was imported, most of which was for Canton buyers.

Fushun Coal. The Mitsui Bussan Kaisha imported some 50,000 tons during the year, the cargo passing at the Chinese hands.

Lanchow Coal. A trial shipment of 3,200 tons was made by a local firm some of which was sold to Chinese.

Pulo Lant. The importation of this coal is increasing, the yearly arrivals amounting to 38,000 tons.

Telegraph Coal. Some 16,000 tons reached here during the year and was to Chinese consumption.

Australian Coal. No Australian coal was commercially imported during the year.

Singtau coal. One shipment of this coal arrived in the early part of the year, none imported since.

Formosa Coal. The Mitsui Bussan Kaisha are introducing this coal into the market and two consignments were received of 1,200 and 800 tons respectively.

ITEMS AT THE COURTS.

A man, who was charged with stealing some clothing from a passenger on the s.s. Hot Ming, was sentenced to three months' imprisonment at the Magistracy this morning.

Two women, who were fighting in Yau-mai at 8 a.m. this morning, appeared before Mr. E. A. Irving, at the Magistracy this morning, and were fined \$4 or seven days' imprisonment each.

Three men were remanded by Mr. C. Dick Melbourne, at the Magistracy this morning, on a charge of stealing a tin box containing \$10.70 from a Japanese shop at No. 5 Arsenal Street. One man who was outside at the time escaped.

Three boatwomen were fined \$2 each for mooring their boats within 100 yards of low water mark and failing to exhibit the regulation light between sunset and sunrise, by Commander C. W. Bockwith, R. N., at the Marine Court this morning.

A man was charged, before Mr. E. A. Irving, at the Magistracy this morning, with being in possession of 80 cakes of rice, value \$45, and with attempting to bribe a district watchman with 60 cents. On the first charge a fine of \$10 or 14 days' imprisonment was imposed and on the second \$5 or 14 days.

A native of Kowloon City, who said that he had no home and no where to sleep, was wandering about Yau-mai at 3 o'clock this morning. When in Recreation Street he passed a light at No. 202. He proceeded thither, and, according to his story, he opened the door to run that everything was all right when the owner of the piece of goods came out and accused him of stealing several pieces of cloth. However, Mr. E. A. Irving, at the Magistracy this morning, did not believe his story and sentenced him to three months' imprisonment and four hours' stocks.

PNEUMONIA.

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Reason Why, by Glyn. Adrian Savage, by Malat. Long Hand, by Mugger. Wife Imperative, by Peet. Melville Celeste, by Knight. Combs, by Blackwood. Dan Russell, by Sumnerville and Ross. Love Locks Diana, by Horn. The Soul of Margaret Road, by L. T. Meade. The Quenchless Fire, by Silas Hocking. Lord Stranleigh, Philanthropist, by Robert Barr. The Trymians, by Henry Newbolt. The Ne'er do Well, by Rex Beach. The Courtier Stoops, by J. H. Yoxall. The Gallant Graham, by May Wynne. A Safety Match, by Jan Hay. Hilda Leavays, by Arnold Bennett. Order Western Skies, by Joseph Conrad. The Smugglers, by S. R. Crockett. The Ealing Mince, by Horace W. C. Newte. The Rajah, by F. E. Fenny. Queen of All Hearts, by E. G. Scott. As Bows the River, by Mrs. Fred Reynolds. For Henry and Navarro, by Dorothea Cuyers. The Case of Richard Meynell, by Mrs. Humphrey Ward. Under Eastern Skies, by Olive Tansport. A King of Vagabonds, by Beth Ellis.

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SHANGHAI, MOJI, KOBE, NIPPON	About 18th Jan.	Freight and Passage
YOKOHAMA	19th Jan.	Freight and Passage
HIMALAYA	About 22nd Feb.	Freight and Passage
Capt. U. C. GREGG, R.N.R.	2nd Feb.	Freight and Passage
ARCADIA	Noon, 3rd	See Special
Capt. S. BARNARD	February	Advertisement
YOKOHAMA & ANTWERP	About 7th Feb.	Freight and Passage
via S. F. PANG, CHINA	7th Feb.	Freight and Passage
Port Said & Marseilles		

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FOR LIVERPOOL.

1912	1912
EMPEROR OF INDIA Sat. 27. Jan.	EMPEROR OF INDIA Sat. 27. Jan.
EMPEROR OF JAPAN Sat. 24. Feb.	EMPEROR OF JAPAN Sat. 24. Feb.
EMPEROR OF CHINA Sat. 21. Mar.	EMPEROR OF CHINA Sat. 21. Mar.
EMPEROR OF INDIA Sat. 20. Apr.	EMPEROR OF INDIA Sat. 20. Apr.

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EMPEROR OF INDIA Sat. 1. Dec.	EMPEROR OF INDIA Sat. 4. Jan.
EMPEROR OF JAPAN Sat. 29. Dec.	EMPEROR OF JAPAN Sat. 1. Feb.
EMPEROR OF CHINA Sat. 26. Jan.	EMPEROR OF CHINA Sat. 2. Mar.
EMPEROR OF INDIA Sat. 23. Feb.	EMPEROR OF INDIA Sat. 29. Mar.

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DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	HIRANO MARU, Capt. H. Fraser, Tons 9000	(WEDNESDAY, 31st Jan., at Daylight)
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA	TANGO MARU, Capt. K. Kawara, Tons 6000	(WEDNESDAY, 14th Feb., at Daylight)
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	YAWATA MARU, Capt. T. Sakino, Tons 6000	(FRIDAY, 16th Feb., at Noon)
SHANGHAI, MOJI AND CEYLON MARU, KOBE	SAITO MARU, Capt. Richards, Tons 7000	(TUESDAY, 13th Feb., at Noon)
KOBE & YOKOHAMA	AKI MARU, Capt. K. Himeura, Tons 7000	(THURSDAY, 1st Feb., at 11 a.m.)
BOMBAY, via SINGAPORE, AND COLOMBO	ROSA MARU, Capt. —, Tons 6000	(MONDAY, 5th Feb., at Noon)
NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	(WEDNESDAY, 14th Feb., at Noon)

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TANGO MARU	8000	K. Kawara	Feb. 14th
KAMO MARU	9000	P. L. Sommer	Feb. 22nd
AKI MARU	7000	K. Himeura	March 13th
MISHIMA MARU	9000	A. C. Moses	March 27th
ATSUTA MARU	7000	M. Hagino	April 10th
	1400	Wm. Thompson	April 24th

FOR SEATTLE.

Steamer	Tons	Captain	From Hongkong
INABA MARU	7000	S. Tominga	Feb. 27th
TAMBA MARU	7000	K. Noda	March 26th
SANUKI MARU	7000	—	April 9th
AWA MARU	7000	T. Iizawa	April 23rd

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Steamers:

Steamer	Tons	Starting	Date	Time
Siberia	18,000	Jan. 27th	at 1 p.m.	
Manchuria	27,000	Feb. 10th	at 1 p.m.	
Mongolia	27,000	Mar. 2nd	at 1 p.m.	
Korea	18,000	April 2nd	at 1 p.m.	
Siberia	18,000	April 15th	at 1 p.m.	

Intermediate:

Steamer	Tons	Starting	Date	Time
China	10,200	Feb. 2nd	at 1 p.m.	
Nile	11,100	Feb. 23rd	at 1 p.m.	
Persia	9,000	Mar. 26th	at 1 p.m.	

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PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
CHIYO MARU	21,000	W. W. GREENE	Friday, Feb. 16, at Noon
NIPPON MARU	11,000	A. G. STEVENS	Friday, Mar. 8, at Noon
TAIYO MARU	21,000	E. BENT	Friday, Mar. 15, at Noon
SHIYO MARU	21,000	H. S. SMITH	Friday, April 9, at Noon

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on FRIDAY, 16th February, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU" 11,000 tons, Capt. A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on FRIDAY, the 8th March, at Noon.

SOUTH AMERICAN LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY AT SILANA CRUZ. The Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing
KIYO MARU	17,500	Tuesday, Feb. 13, at Noon
BUYO MARU	11,000	Tuesday, April 9, at Noon
HONGKONG MARU	11,000	Friday, June 7, at Noon

The Steamer KIYO MARU will be despatched hence for MEXICAN PERUVIAN & CHILEAN PORTS via MOJI, KOBE, YOKOHAMA & HONOLULU on TUESDAY, the 11th February, at Noon.

FARES FROM HONGKONG:

To	Fares
To London	£71.10.0
To Valparaiso	£57.0.0
To Honolulu	£26.0.0
To San Francisco	£25.0.0
To Chicago	£25.10.0
To New York	£26.0.0
To London via New York	£45.0.0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

Special Rates (First class only) are granted to principal points in the United States, Canada, and Europe on terms which may be obtained from the Undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The "TENYO MARU," "CHIYO MARU" and "SHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports. For full particulars as to Passage and Freight apply to

K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier).

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES via STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports also Mexico, Central America, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. GOLDENFELS 3rd Jan.	S.S. SEGROVIA 28th Jan.
S.S. SUEVIA 18th Feb.	S.S. SAMBIA 6th Feb.
S.S. BELGRAVIA 26th Feb.	For Havre, Hamburg & Awerp
S.S. SACFREN 28th Mar.	S.S. SILEBIA 13th Feb.
S.S. C. FELD LAEISZ 10th Mar.	For Marseilles, Rotterdam and Hamburg
	S.S. SAXONIA 10th Feb.
	For Marseilles, Havre & Hamburg
	S.S. AMBRIA 26th Feb.

For further particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	To SAIL
MANILA, SHANGHAI, YOKOHAMA, SINGAPORE, PENANG, CALCUTTA, CHONGKING, TIENTSIN, WEIHAWEI, AND CHIEFOO	YUNGSANG SATURDAY, Jan. 27, at 3 p.m.
	HANGSANG SUNDAY, Jan. 28, Daylight
	KUANGSANG MONDAY, Jan. 29, at Noon
	CHIENSHING TUESDAY, Jan. 30, at Noon
	MAUSANG WEDNESDAY, Jan. 31, at Noon
	LOONGSANG SATURDAY, Feb. 3, at 2 p.m.

FOR MANILA CARNIVAL—February 3rd to 10th, 1912.

A Special Reduced Fare of \$50 for 1 Return Passenger will be issued for our sailings to Manila of the 20th and 27th January, available for 30 days from Date of issue. Passengers taking out these tickets are exempt from the Head Tax.

A duly qualified Surgeon is carried. Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo & Tientsin via Chinwanan.

For Freight or Passage, apply to Telephone No. 215. JARDINE, MATHESON & Co., Ltd., General Managers.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

For	Steamers	Date of Departure
LONDON, AMSTERDAM & ANTWERP	"MONMOUTHSHIRE"	23rd January
LONDON & ANTWERP	"PEMBROKESHIRE"	3rd February
LONDON & ANTWERP	"WARMARTHEN HIRE"	28th February
LONDON, ROTTERDAM & ANTWERP	"LANCASHIRE"	15th March

All steamers have excellent accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd.

Agents. Hongkong December 11, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	LYMAN	Jan. 27, Midnight
MANILA, CEBU & ILOILO	KAIFONG	Jan. 30, at 4 p.m.
HOIHOW & HAIPHONG	SINAM	Jan. 31, at 10 a.m.
SHANGHAI	CHIHUA	Feb. 1, at 4 p.m.
SHANGHAI	ANNU	Feb. 3, Midnight
MANILA, CEBU & ILOILO	TAMING	Feb. 6, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LYMAN" and S.S. "SANUI". AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tain" & "Taming". Saloon accommodation amidships. Electric Fans fitted; extra state-rooms on deck, aft. Accommodation of S.S. "Kailong" is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Cheam, Jintan, Chihua)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

REDUCED FARES: Single \$45 Return \$75. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Shanghai, Moji, Kobe, Yokohama, chichi & Yokohama	PANAMA MARU	8192	Saturday, 3rd Feb., at 11 a.m.
VICTORIA, B.C. & TACOMA via Nagasaki, Kobe, Yokohama, chichi & Yokohama	SEATTLE MARU	8192	Thursday, 22nd Feb., at 11 a.m.

1st-class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco—\$110.

The Co.'s newly built steamers have fast speed. Superior accommodation for passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Tea and Tobacco. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
TAMUI, SWATOW & AMOY DAIJI MARU	SUNDAY, 28th Jan., at 10 a.m.	
FOOCHOW, via SWATOW and CHOSHUN MARU	WEDNESDAY, 31st Jan., at 8 a.m.	
ANPING, via SWATOW & GOSHI MARU	WEDNESDAY, 7th Feb., at 8 a.m.	

Fast speed, Superior passenger accommodation. Electric light throughout. First-class cuisine.

For information of Freight, Passage, Sailing, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

S. EIROI, Manager.

Shipping

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for RATA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship ARCADIA, Captain Blumhardt, carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 3rd February, 1912, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Albatross" 11,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Ten and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London. Other cargo for London, etc., will be conveyed by Bombay by the s.s. "Egypt" due in London, on the 14th March, 1912.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to A. HEWITT, Superintendent.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave Hongkong	Connecting Steamers	Tons	Due Marseilles (Orinoidi 2 days earlier)	Due Plymouth (London 1 day later)
ARADIA	7000	Feb. 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	Feb. 17	MACDONALD	10500	March 16	March 22
ASSAYE	7500	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLD VTA	11001	April 27	May 3
DELTA	8000	April 11	MAJNA	12500	May 11	May 17
ASSAYE	7500	April 27	MO GOLA	10800	May 25	May 31
ORIANA	7000	May 11	MALVA	11000	June 8	June 14
DEVANHA	8000	May 25	CHINA	8000	June 22	June 28
DELTA	8000	June 8	MAEDONIA	10500	July 6	July 12
ARADIA	7000	June 22	MOREA	11000	July 20	July 26

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Through) STEAMERS
FULL RATES FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Tons	Leave Hongkong	Due London
NYANZA	7000	February about 7	March 22
NILE	7000	February about 14	March 29
NUBIA	6000	March 6	April 19
RUWANDA	6000	March 13	May 1
RAMUR	5000	April 17	May 31
FALAWAN	5000	May 15	June 29
BERBER	5000	May 29	July 13
SYRIA	7000	June 12	July 27
NORE	7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON
1st SALOON £53.0 SINGLE £82.10 RETURN.
2nd " £38.10 " £57.4 "For further particulars apply to
E. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE
Via SUEZ CANALFORTNIGHTLY SERVICE TO AND FROM JAPAN
Via SHANGHAI.For SHANGHAI KOBE AND YOKOHAMA
ERNEST-SIMONS, General Agent, Jan. 29, about 6 p.m.

MARSEILLES, Via Ports TONKIN, CHAMRONNEL Jan. 30, at 1 p.m.

TRANSHIPPING on the Co's Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
P. THOMAS, Agent,
QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW

AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	Captain	LEAVING
HAIFANG	Capt. J. W. Evans	SUNDAY, 28th Jan., at 10 A.M.
HAICHING	Capt. W. G. Pascoe	WEDNESDAY, 31st Jan., at 11 A.M.
HAIFAN	Capt. J. S. Roach	SUNDAY, 4th Feb., at 10 A.M.

FOR SWATOW AND RETURN
(Occupying 3 Days)

STEAMSHIP	Captain	LEAVING
HAIMUN	Capt. A. H. Stewart	TUESDAY, 30th Jan., at 11 A.M.
		FRIDAY, 2nd Feb., at 11 A.M.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
SAPIO	4000	M. O. Smith	Manila, Mangrove, Iloilo & Cebu	WEDNESDAY, Jan. 31, at 4 p.m.
BUBI	4000	S. Crosby	Manila, Mangrove, Iloilo & Cebu	SATURDAY, Feb. 10, at 4 p.m.

Philippines, Cebu, Feb. 3 to 10, 1912. For sailing on January 31, special reduced rate, Hongkong-Manila & return \$50. No Poll tax.

For Freight and Passage, apply to
Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	Captain	ON OR ABOUT
LUCERIO		J. MATTHEW	7th February

To be followed by other steamers of the Company at regular intervals. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

Will call at AMOI and KEELUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to
THE BANK LINE, LIMITED,
KING'S BUILDING, PRYCE CENTRAL.

Telephone No. 780.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. 3rd February.

For Rates and further information, apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG. 3rd February.

For Rates of Freight and further particulars apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911.

New Line of Steamers

South African Ports.

ORIENTAL AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIO, 3,000 tons, to be despatched End of January.

S.S. KATANGA, 5,600 tons, to follow.

And regularly thereafter.

For Rates of Freight or regularly Passage apply to
THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, August 28, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	Feb. 3	Feb. 25, at Noon
ALDENHAM	Feb. 9	Feb. 27, at Noon
EASTERN	Feb. 15	Mar. 2, at Noon
EMPIRE	Feb. 21	Mar. 8, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, etc.

Head Office for the Far East: 10, Des Voeux Road CENTRAL, HONGKONG.

SHANGHAI, 23, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS issued to EUROPE by the principal STEAMSHIP LINES, and TRANS-SIBERIAN RAILWAY.

COUGS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at low rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES are valued.

Half Office: LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, April 4, 1908.

Shipping.

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. "INDIA" (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 15th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT

MARSEILLES APRIL 13th.

LONDON APRIL 20th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)

MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

S.S. BOHEMIA, 7935 tons, will leave above on February, 19th, 1912, at 5 p.m.

S.S. AFRICA, 8940 tons, will leave above on March, 10th, 1912, at 5 p.m.

TO SHANGHAI.

S.S. BOHEMIA, 7935 tons, will leave above on February, 6th, 1912, at 6 a.m.

Superior accommodation for 1st and 2nd Class and Steerage passengers. Cheap rates, Hongkong-Trieste Venice £20 1st class, £35 2nd class. No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. VORWAERTS 12,050 tons, will leave for YOKOHAMA and KOBE, via SHANGHAI about February 19th.

S.S. NIPPON, 13,000 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about February 22nd.

These steamers are fitted with comfortable One class accommodation for Saloon passengers. Cheap rates, Hongkong-Trieste Venice £43 no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & CO., Agents,
PRINCES BUILDING.

Hongkong, January 3, 1912.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For SHANGHAI, NAGASAKI, DEERFLINGER, KOBE & YOKOHAMA, Capt. F. Prosch, (17,000) About FRIDAY, 29th Jan.

MANTLA, YAP MARON, SAMBA, PRINZ WALDEMAR, Capt. H. Brenner, (8,100) 10 a.m. SATURDAY, 27th Jan.

SYDNEY & MELBOURNE, Capt. H. Brenner, (8,100) 10 a.m. SATURDAY, 27th Jan.

KOBÉ AND YOKOHAMA, Capt. H. Klugkist, (6,750) About TUESDAY, 6th Feb.

KUDAT AND SANDAKAN, Capt. F. Sembill, (6,000) Middle of February.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephones.

For further Particulars apply to
Norddeutscher Lloyd,
MELOHRS & CO.,
General Agents, Hongkong & China.

HONGKONG-NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With steamer to call at MALABAR COAST.)

S.S. KARONGA, On or about 6th March, 1912.

For freight and further information apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, January 23, 1912.

THE CHINA MAIL.

COMBINED COLOURED

TYPHOON MAP & GUIDE

Showing tracks and daily progress of the big Typhoons during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 cents.

From the CHINA MAIL Office.

Notices to Consignees.

PACIFIC MAIL STEAMSHIP COMPANY'S NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship CHINA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for endorsement and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after FRIDAY, January 26th, 1912, at 4 p.m. will be landed at Consignees' risk and expense and delivery must then be taken from Company's (sidewalk).

Cargo remaining undelivered WEDNESDAY, 31st January, 1912, at Noon, will be subject to rent and landing charges. No file insurance whatever will be effected.

All claims for damaged cargo will be examined at the above Company's godown on MONDAY, January 29th, 1912, at 10 a.m.

All claims must be filed on or before February 4th, 1912, otherwise they will not be recognized.

FRED J. HALTON, Agent.

Hongkong, January 24, 1912.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE HALL STEAMSHIP COMPANY'S AMERICA.

Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Godown and/or extension of the Godown of the Hongkong & Shanghai Steamer Co., Ltd., Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on terms to the order of the Underwriter.

All claims must be presented within 10 days of the steamer's arrival, here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th inst. will be subject to rent and landing charges.

All broken, chafed and damaged Goods must be left in the Godown, where they will be examined on the fifth inst. at 10 a.m.

No file insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex. a.s. 1912 from Sweden.

Ex. a.s. 1912 from Sunderland.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, January 20, 1912.

A. P. EYLES & CO.

SOLE AGENTS, W. G. HUMPHREYS & CO., SANE BUILDINGS.

Hongkong, May 12, 1904.

PRAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

7.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every 15 minutes.

SUNDAY.

8.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

1.30 a.m. Sunday.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Cars at 1.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ARAZAKA, IZUMIYAMA, THE YAMATO HOTEL, etc.

JOHN D. HUMPHREYS & SON, General Managers.

NOTICE.

HIGH-CLASS PRINTING

AND

BOOK BINDING.

THE CHINA MAIL OFFICE.

BOOKS & PAMPHLETS A SPECIALTY.

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc.

Artistically Arranged and Carefully Printed.

